

14. From the Commissioners General and Tax Farm Billings in the Port of Cardiff, for the years 1820 to 1843 inclusive.

	1875	1880	1885	1890	1895	1900	1905	1910	1915	1920	1925	1930	1935	1940	1945	1950	1955	1960	1965	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000	5005	5010	5015	5020	5025	5030	5035	5040	5045	5050	5055	5060	5065	5070	5075	5080	5085	5090	5095	5100	5105	5110	5115	5120	5125	5130	5135	5140	5145	5150	5155	5160	5165	5170	5175	5180	5185	5190	5195	5200	5205	5210	5215	5220	5225	5230	5235	5240	5245	5250	5255	5260	5265	5270	5275	5280	5285	5290	5295	5300	5305	5310	5315	5320	5325	5330	5335	5340	5345	5350	5355	5360	5365	5370	5375	5380	5385	5390	5395	5400	5405	5410	5415	5420	5425	5430	5435	5440	5445	5450	5455	5460	5465	5470	5475	5480	5485	5490	5495	5500	5505	5510	5515	5520	5525	5530	5535	5540	5545	5550	5555	5560	5565	5570	5575	5580	5585	5590	5595	5600	5605	5610	5615	5620	5625	5630	5635	5640	5645	5650	5655	5660	5665	5670	5675	5680	5685	5690	5695	5700	5705	5710	5715	5720	5725	5730	5735	5740	5745	5750	5755	5760	5765	5770	5775	5780	5785	5790	5795	5800	5805	5810	5815	5820	5825	5830	5835	5840	5845	5850	5855	5860	5865	5870	5875	5880	5885	5890	5895	5900	5905	5910	5915	5920	5925	5930	5935	5940	5945	5950	5955	5960	5965	5970	5975	5980	5985	5990	5995	6000	6005	6010	6015	6020	6025	6030	6035	6040	6045	6050	6055	6060	6065	6070	6075	6080	6085	6090	6095	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	6155	6160	6165	6170	6175	6180	6185	6190	6195	6200	6205	6210	6215	6220	6225	6230	6235	6240	6245	6250	6255	6260	6265	6270	6275	6280	6285	6290	6295	6300	6305	6310	6315	6320	6325	6330	6335	6340	6345	6350	6355	6360	6365	6370	6375	6380	6385	6390	6395	6400	6405	6410	6415	6420	6425	6430	6435	6440	6445	6450	6455	6460	6465	6470	6475	6480	6485	6490	6495	6500	6505	6510	6515	6520	6525	6530	6535	6540	6545	6550	6555	6560	6565	6570	6575	6580	6585	6590	6595	6600	6605	6610	6615	6620	6625	6630	6635	6640	6645	6650	6655	6660	6665	6670	6675	6680	6685	6690	6695	6700	6705	6710	6715	6720	6725	6730	6735	6740	6745	6750	6755	6760	6765	6770	6775	6780	6785	6790	6795	6800	6805	6810	6815	6820	6825	6830	6835	6840	6845	6850	6855	6860	6865	6870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Brought down the Massachusetts Canal and Tramroad to the Port of Newport, for the years 1822 to 1841 (exclusive).

	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952.	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960.	1961.	1962.	1963.	1964.	1965.	1966.	1967.	1968.	1969.	1970.	1971.	1972.	1973.	1974.	1975.	1976.	1977.	1978.	1979.	1980.	1981.	1982.	1983.	1984.	1985.	1986.	1987.	1988.	1989.	1990.	1991.	1992.	1993.	1994.	1995.	1996.	1997.	1998.	1999.	2000.	2001.	2002.	2003.	2004.	2005.	2006.	2007.	2008.	2009.	2010.	2011.	2012.	2013.	2014.	2015.	2016.	2017.	2018.	2019.	2020.	2021.	2022.	2023.	2024.	2025.	2026.	2027.	2028.	2029.	2030.	2031.	2032.	2033.	2034.	2035.	2036.	2037.	2038.	2039.	2040.	2041.	2042.	2043.	2044.	2045.	2046.	2047.	2048.	2049.	2050.	2051.	2052.	2053.	2054.	2055.	2056.	2057.	2058.	2059.	2060.	2061.	2062.	2063.	2064.	2065.	2066.	2067.	2068.	2069.	2070.	2071.	2072.	2073.	2074.	2075.	2076.	2077.	2078.	2079.	2080.	2081.	2082.	2083.	2084.	2085.	2086.	2087.	2088.	2089.	2090.	2091.	2092.	2093.	2094.	2095.	2096.	2097.	2098.	2099.	2100.	2101.	2102.	2103.	2104.	2105.	2106.	2107.	2108.	2109.	2110.	2111.	2112.	2113.	2114.	2115.	2116.	2117.	2118.	2119.	2120.	2121.	2122.	2123.	2124.	2125.	2126.	2127.	2128.	2129.	2130.	2131.	2132.	2133.	2134.	2135.	2136.	2137.	2138.	2139.	2140.	2141.	2142.	2143.	2144.	2145.	2146.	2147.	2148.	2149.	2150.	2151.	2152.	2153.	2154.	2155.	2156.	2157.	2158.	2159.	2160.	2161.	2162.	2163.	2164.	2165.	2166.	2167.	2168.	2169.	2170.	2171.	2172.	2173.	2174.	2175.	2176.	2177.	2178.	2179.	2180.	2181.	2182.	2183.	2184.	2185.	2186.	2187.	2188.	2189.	2190.	2191.	2192.	2193.	2194.	2195.	2196.	2197.	2198.	2199.	2200.	2201.	2202.	2203.	2204.	2205.	2206.	2207.	2208.	2209.	2210.	2211.	2212.	2213.	2214.	2215.	2216.	2217.	2218.	2219.	2220.	2221.	2222.	2223.	2224.	2225.	2226.	2227.	2228.	2229.	2230.	2231.	2232.	2233.	2234.	2235.	2236.	2237.	2238.	2239.	2240.	2241.	2242.	2243.	2244.	2245.	2246.	2247.	2248.	2249.	2250.	2251.	2252.	2253.	2254.	2255.	2256.	2257.	2258.	2259.	2260.	2261.	2262.	2263.	2264.	2265.	2266.	2267.	2268.	2269.	2270.	2271.	2272.	2273.	2274.	2275.	2276.	2277.	2278.	2279.	2280.	2281.	2282.	2283.	2284.	2285.	2286.	2287.	2288.	2289.	2290.	2291.	2292.	2293.	2294.	2295.	2296.	2297.	2298.	2299.	2300.	2301.	2302.	2303.	2304.	2305.	2306.	2307.	2308.	2309.	2310.	2311.	2312.	2313.	2314.	2315.	2316.	2317.	2318.	2319.	2320.	2321.	2322.	2323.	2324.	2325.	2326.	2327.	2328.	2329.	2330.	2331.	2332.	2333.	2334.	2335.	2336.	2337.	2338.	2339.	2340.	2341.	2342.	2343.	2344.	2345.	2346.	2347.	2348.	2349.	2350.	2351.	2352.	2353.	2354.	2355.	2356.	2357.	2358.	2359.	2360.	2361.	2362.	2363.	2364.	2365.	2366.	2367.	2368.	2369.	2370.	2371.	2372.	2373.	2374.	2375.	2376.	2377.	2378.	2379.	2380.	2381.	2382.	2383.	2384.	2385.	2386.	2387.	2388.	2389.	2390.	2391.	2392.	2393.	2394.	2395.	2396.	2397.	2398.	2399.	2400.	2401.	2402.	2403.	2404.	2405.	2406.	2407.	2408.	2409.	2410.	2411.	2412.	2413.	2414.	2415.	2416.	2417.	2418.	2419.	2420.	2421.	2422.	2423.	2424.	2425.	2426.	2427.	2428.	2429.	2430.	2431.	2432.	2433.	2434.	2435.	2436.	2437.	2438.	2439.	2440.	2441.	2442.	2443.	2444.	2445.	2446.	2447.	2448.	2449.	2450.	2451.	2452.	2453.	2454.	2455.	2456.	2457.	2458.	2459.	2460.	2461.	2462.	2463.	2464.	2465.	2466.	2467.	2468.	2469.	2470.	2471.	2472.	2473.	2474.	2475.	2476.	2477.	2478.	2479.	2480.	2481.	2482.	2483.	2484.	2485.	2486.	2487.	2488.	2489.	2490.	2491.	2492.	2493.	2494.	2495.	2496.	2497.	2498.	2499.	2500.	2501.	2502.	2503.	2504.	2505.	2506.	2507.	2508.	2509.	2510.	2511.	2512.	2513.	2514.	2515.	2516.	2517.	2518.	2519.	2520.	2521.	2522.	2523.	2524.	2525.	2526.	2527.	2528.	2529.	2530.	2531.	2532.	2533.	2534.	2535.	2536.	2537.	2538.	2539.	2540.	2541.	2542.	2543.	2544.	2545.	2546.	2547.	2548.	2549.	2550.	2551.	2552.	2553.	2554.	2555.	2556.	2557.	2558.	2559.	2560.	2561.	2562.	2563.	2564.	2565.	2566.	2567.	2568.	2569.	2570.	2571.	2572.	2573.	2574.	2575.	2576.	2577.	2578.	2579.	2580.	2581.	2582.	2583.	2584.	2585.	2586.	2587.	2588.	2589.	2590.	2591.	2592.	2593.	2594.	2595.	2596.	2597.	2598.	2599.	2600.	2601.	2602.	2603.	2604.	2605.	2606.	2607.	2608.	2609.	2610.	2611.	2612.	2613.	2614.	2615.	2616.	2617.	2618.	2619.	2620.	2621.	2622.	2623.	2624.	2625.	2626.	2627.	2628.	2629.	2630.	2631.	2632.	2633.	2634.	2635.	2636.	2637.	2638.	2639.	2640.	2641.	2642.	2643.	2644.	2645.	2646.	2647.	2648.	2649.	2650.	2651.	2652.	2653.	2654.	2655.	2656.	2657.	2658.	2659.	2660.	2661.	2662.	2663.	2664.	2665.	2666.	2667.	2668.	2669.	2670.	2671.	2672.	2673.	2674.	2675.	2676.	2677.	2678.	2679.	2680.	2681.	2682.	2683.	2684.	2685.	2686.	2687.	2688.	2689.	2690.	2691.	2692.	2693.	2694.	2695.	2696.	2697.	2698.	2699.	2700.	2701.	2702.	2703.	2704.	2705.	2706.	2707.	2708.	2709.	2710.	2711.	2712.	2713.	2714.	2715.	2716.	2717.	2718.	2719.	2720.	2721.	2722.	2723.	2724.	2725.	2726.	2727.	2728.	2729.	2730.	2731.	2732.	2733.	2734.	2735.	2736.	2737.	2738.	2739.	2740.	2741.	2742.	2743.	2744.	2745.	2746.	2747.	2748.	2749.	2750.	2751.	2752.	2753.	2754.	2755.	2756.	2757.	2758.	2759.	2760.	2761.	2762.	2763.	2764.	2765.	2766.	2767.	2768.	2769.	2770.	2771.	2772.	2773.	2774.	2775.	2776.	2777.	2778.	2779.	2780.	2781.	2782.	2783.	2784.	2785.	2786.	2787.	2788.	2789.	2790.	2791.	2792.	2793.	2794.	2795.	2796.	2797.	2798.	2799.	2800.	2801.	2802.	2803.	2804.	2805.	2806.	2807.	2808.	2809.	2810.	2811.	2812.	2813.	2814.	2815.	2816.	2817.	2818.	2819.	2820.	2821.	2822.	2823.	2824.	2825.	2826.	2827.	2828.	2829.	2830.	2831.	2832.	2833.	2834.	2835.	2836.	2837.	2838.	2839.	2840.	2841.	2842.	2843.	2844.	2845.	2846.	2847.	2848.	2849.	2850.	2851.	2852.	2853.	2854.	2855.	2856.	2857.	2858.	2859.	2860.	2861.	2862.	2863.	2864.	2865.	2866.	2867.	2868.	2869.	2870.	2871.	2872.	2873.	2874.	2875.	2876.	2877.	2878.	2879.	2880.	2881.	2882.	2883.	2884.	2885.	2886.	2887.	2888.	2889.	2890.	2891.	2892.	2893.	2894.	2895.	2896.	2897.	2898.	2899.	2900.	2901.	2902.	2903.	2904.	2905.	2906.	2907.	2908.	2909.	2910.	2911.	2912.	2913.	2914.	2915.	2916.	2917.	2918.	2919.	2920.	2921.	2922.	2923.	2924.	2925.	2926.	2927.	2928.	2929.	2930.	2931.	2932.	2933.	2934.	2935.	2936.	2937.	2938.	2939.	2940.	2941.	2942.	2943.	2944.	2945.	2946.	2947.	2948.	2949.	2950.	2951.	2952.	2953.	2954.	2955.	2956.	2957.	2958.	2959.	2960.	2961.	2962.	2963.	2964.	2965.	2966.	2967.	2968.	2969.	2970.	2971.	2972.	2973.	2974.	2975.	2976.	2977.	2978.	2979.	2980.	2981.	2982.	2983.	2984.	2985.	2986.	2987.	2988.	2989.	2990.	2991.	2992.	2993.	2994.	2995.	2996.	2997.	2998.	2999.	3000.
Bethlehem Iron Co.	7917.	7768.	8058.	7994.	7975.	8049.	7774.	7978.	7939.	11867.	13609.	12919.	13165.	6854.	5085.	404.	339.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

COAL TO THE PORT OF NEWPORT,
FROM 1892 TO 1902 INCLUSIVE.

Year.	Price.	Year.	Price.
1893	408,750	1907	562,273
1894	408,750	1908	569,000
1895	517,125	1909	591,250
1896	565,350	1910	585,475
1897	586,500	1911	585,477
1898	600,000	1912	595,000
1899	670,375	1913	595,100
1900	698,000		

Year	From	Year	To
1970	409,709	1972	517,060
1971	538,400	1973	497,274
1972	606,633	1974	518,246
1973	607,719	1975	528,104
1974	606,067	1976	519,906
1975	616,060	1977	521,504
1976	605,060	1978	540,937
1977	607,061		
Total			7,017,513

ALLEGED IMPROPER WORKING OF MINES.

WESTERN CHIEF—GRISTO, AUG. 27.

MAKING AND CHAS. C. PRICE AND OTHERS.—This was an action, directed by Vice Chancellor Knight Brown, to try certain issues, of which there were no less than ten on the record; but the real question to be determined was, whether the defendants were working certain mines in a mischievous manner, or whether the mode adopted by them did not affect reasonably ground for believing that it would be attended with damage to the mines of the plaintiffs.

It appeared, that both the plaintiffs and defendants had mines in Glenora, Colorado, under certain leases granted by Lord Duncannon; and it was alleged by the plaintiffs, that the defendants sunk shafts only thirty feet in depth, and, having taken away the breccias from them kind of pits, abandoned them, and sunk others, in consequence of which the water found its way through the different strata into the mines of the plaintiffs, which was sunk much deeper; and that they were prevented from working their mine; and that the men they employed were exposed to much danger from the sudden influx of the water.—The defendants denied that they were pursuing an improper course, and this was the question to be tried.

The opening speech and the examination of the first witness alone occupied the Court from noon in the morning till four in the afternoon; and the resumption in taking of the second witness was not completed when the Court rose, at a late hour on Monday evening.

Mr. Justice PARSONS stated, that, as it did not seem probable that the trial could be continued by Wednesday evening it he had to assist the other judges in London on Thursday; and, therefore, on Wednesday evening, should adjourn the case.—On Wednesday, the trial was resumed, and the plaintiff's case only concluded, when the Court subsequently adjourned until the Friday.

THE COAL TRADE.—We understand the formation of a company is in contemplation in to embrace steam vessels upon a new construction into three descriptions of boats. The economically increased consumption of coal renders it as exceedingly desirable object that a very effort should be made to supply that element as cheaply and as quickly as possible, and it appears somewhat singular that an experimental adaptation of modern improvements has hitherto been made in the construction and arrangement of vessels so enlarged. We had that upwards of 60,000,000 millions entered the port of London last year, the consumption being about 3,000,000 tons, and, if it be satisfactorily shown that a steam vessel from 500 to 1000 tons can be brought to London, and land her cargo at any wharf between the Tiddies, for 2s. 6d. a ton less freight than at present charged, we think the utility of the company cannot be doubted.

TWO WIND HOLE TRAILS.—The friends of Mr. Armstrong, visitor to the Glasgow Coal Company, have given him a dinner, as a testimonial of their appreciation of his constant reference to the two trials, and to express their regret that the success pursued towards him by the trading vessel for the price of

SEN. ROBERT FAY, JR., FORTSMITH, ARKANSAS.—Public education has recently been directed to what has been considered the accurate rate of charges made at this establishment. If true, such a system would have been most unwise, but we are informed that a conference to our advertising columns will reveal its truth; that all the members have been greatly disappointed, and we have reason to believe, that if any reasonable suggestion had been made to the governing committee and organization, would have been reached. The current attempt, of publishing a list of charges, is an overrated one, and most of them get a step by exploring the dissemination, by means of articles, together in collecting these.

(To **Harvard Student Senate**.)—When each steel has been spoiled by embrittling, it may be partially restored by one or two heatings and quenching in water, each repeated to an extent a little less and less than the first; and, finally, the steel must have a good tempering at the ordinary rate and time. Some go so far as to prefer the putting into the steel these round rods, but this must be done judiciously and gently, although the change wrought by this treatment is easily remarkable; as the strongest grades of iron from the bar in the spoiled state, and weaker from the same bar after partial restoration and tempering, will exhibit the extreme characters of malleable and brittle. The tempering I adopted to be the greatest negative, and to negative tests it should be continued until the steel is nearly soft, to prevent the occurrence of embrittlement before hardening; but on tempering will remove the loss of tenacity sustained upon the embrittling, or even the low ductility of steel, and thus preserve it.

[illegible]

The primary or secondary supply of pure and unadulterated water is in the amount of one million gallons per day for each house, and is distributed to

the various inquiries which have taken place in Parliament, that this object cannot be effected by resorting to the River Thames, in proof of which we refer to the Reports of the Parliamentary Committees,* and to the opinions of Dr. Roget, Dr. Bostock, Professor Playfair, Mr. Brandy, Mr. Telford, and other scientific gentlemen, who have all given evidence on this subject. It is also easily proved, by the most eminent medical men of the day, that the morbidity prevailing in populated places may be traced, not only to excreta inevitably connected with industrious pursuits, but to the unwholesome Thames water, which is no longer transparent, but is loaded with murky clouds, and stained with the dye stuff of a hundred mills and, from the impurities of gas and chemical works, the coverings of the streets, alleys, and back-yards, slaughter-houses, &c., forming a noxious compound, which no effect of the tides, no method of filtration, can ever purify fit for use—however artificially cleaned, it must be unfit for domestic purposes, and injurious to health.

The districts to be supplied by the South Metropolitan Water Company have, however, in addition to the distance and unwholesome quality of the Thames water, been subjected to the expense of a combined monopoly of the three local companies. Not satisfied with supplying a bad article, these monopolists raised their rates to a most unjustifiable extent—viz., in many cases, from 100 to 200 per cent. The consumers of water were compelled to appoint a committee to inquire into, and report upon, the best mode of procuring a sufficient supply of this necessary element, on the most reasonable terms. After due investigation, the committee determined upon recommending the plans of Mr. James Esdaile—an engineer of extensive experience in water-works—and having since 1825 paid much attention to this subject, has at length brought to maturity a most ingenious plan for accomplishing the long-desired undertaking, without those serious objections to which the other plans have been subject. He proposes to take the supply from the River Wandia, at its termination at Wandsworth, and to leave the river in its present state, to perform all its functions on the mill, and irrigations of its adjoining lands: he will not alter, nor divert, the course of the waters in any part, but convey all the impurities, which are at present discharged into that river, in various ditches to the Thames. By this plan, the river will always be clean, and the consequent purchasing the interest of the owners of mill property be avoided. The stream, it is well known, rises out of the chalk hills, on the southern verge of the London basin, which affords many excellent springs, in various situations, in this neighbourhood. The highest springs, which form this particular stream, rise in Carshalton-park, and are remarkable for the regularity of their supply. The quantity has been carefully examined, both by the late Mr. Telford (the Government engineer), in June, 1833, and by the various millwrights who have been employed in erecting mills upon the river (the power of each being regulated by the quantity and vertical pressure) that no doubt can exist of there being far more than sufficient for the purposes required. The quality also has been tested by the most experienced chemists, and found to be excellent, and suitable for domestic purposes, and it is also fitted to be the purest of any water, within a considerable distance, on either side of the metropolis.

Mr. Telford says in his report of 26th March, 1834, page 4:—"The waters of the river possess at all times an uncommon degree of purity, retaining its transparency after the heaviest rains in the course of a few hours." Dr. Busack, in his letter to Mr. Telford, under date of 26th November, 1833, says:—"That this water is perfectly transparent, without colour, taste, or smell, of low specific gravity, and containing only a moderate quantity of saline matter in solution." Mr. Charles Lambart, of Baddington Mills, under date February 13th, 1834, says, in reply to a letter of Mr. Telford:—"I consider that the water of the River Wandie is well adapted for general uses. I employ it in my own family for brewing, washing, and all culinary purposes; in my milldieu I can discern an object the size of a shilling under a depth of five or six feet." By the Parliamentary return above quoted, it appears that the Chelsea, West Middlesex, and Grand Junction Companies, conjointly, pump on an average 6,810,000 gallons per day—while the Wandie river yields 27,000,000 gallons in twenty-four hours, which is more than four times the supply of the three companies alluded to. The obstacles in the way of Wandie projects, which have hitherto been stated, will be removed by the promoters of the South Metropolitan Company, by reuniting to the mouth of that river, and by the construction of sewers to divert all the impurities direct to the Thames, taking the water in its purified state at Wandsworth into reservoirs sufficiently elevated for all purposes—whence it will be supplied to the inhabitants of the extensive districts on the south side of the Thames in a pure and wholesome state. This scheme will enable the consumers of water to protect themselves from the monopoly of the local companies, and secure the advantage of an abundant supply of pure and wholesome water at a fixed and permanent moderate rate. It appears that the number of houses and buildings expected to be supplied by this company is estimated at 30,000. This number, at an average of 17s. per house,* will give an annual income of £5,00000; the second out of the works, and carrying on the concern, 600000,—leaving a net profit of 15,0000. This exhibits a result of an outlay of 62,000, and, on the assumed cost.

The attainment of an ample quantity cannot admit of a doubt, when the objects of this undertaking is to remove certain grievances to which the water-rate payers have been compelled to submit; and the district in question being in a state of rapid extension, reasonable ground exists that the supply afforded by the company will also increase—at the same time, the issue of a plentiful supply of this great element of life being procured by the public at a moderate price. I need hardly add, that the River Wandle, if once brought from Wandsworth into the southern districts of London, will go far to supersede the use of Thames water, and every state, without exaggeration, that the rapidly increasing population, and the late introduction of various trades into London, together with the increased cleanliness of the inhabitants, most ultimately tend to exclude it entirely from being used for domestic purposes. This circumstance is sufficient of itself to recommend the scheme of the South Metropolitan Water Company to the attention of the public, and more particularly so to the inhabitants south of the Thames—limited at present, as their profits are proposed to be, to the moderate rate of 6d per cubic foot, and all further profits to be directed to the reduction of the water rate.

It must not be imagined that this is a mere abstract question; on the contrary, it leads at the present moment to immediate and most important results: its solution involves the health, life and very existence of thousands. It must be solved, India we can determine how the cause of the water commerce can be suggested, and the gigantic necessity confronted in its gigantic and urgent proportions, and the supply of a sufficient and wholesome water to the inhabitants of the extensive districts south of the peninsula.

(We are happy to be able to state, that the construction of this effluents and other gullies locally situated in the water of the River Wundia, at a meeting held at Mithunam, convinced that the present plan was essentially different from the former one, and, as far as they were acquainted with it, it was considered to be rather beneficial to the parish and neighborhood than otherwise. One very important step in this regard, as any common nuisance started the taking a supply of water from the Wundia having caused great damage to the owners of property on the river, who apprehended it would be diminished, and concluded (see memorandum then at present in it.)

NEW LEAGUE FOR WOMEN SOCIETY.—We last week noticed the contemplated formation of a scientific society for the benefit of London, and its intended site as that of the late Vauxhall Gardens; we have since learned, that the arrangements of that property have just succeeded in procuring a lease from the Duke of Cornwall at a rent of £100 per annum, and the which they have the liberality to equate vacant. Now, it would be curious, then, if this new society were to be paid out of the capital of the new society, since some public-spirited individuals intended themselves in creating a better feeling in the ranks of the military police command, this demand were given a serious impediment to the apparently well arranged plan of the proprietors. Should not the great public towards the institution, would prove to waste considerable?

PROGRESSIVE FRANCHISE.—Mr. Broomfield, in his last work on Franchise, says, of the most remarkable natural variations in France is a purified blood, near the head of the Pyrenean River; it consists of several hundred tons, in an annual quantity, stored in casks. These are growing are perfectly purified.

4. See Report of House Committee, 1922-23, 1923-24. See Peckham's Report, March 25, 1923, and Report of the Committee of Congress, published to order in a House Committee of the House of Commons on the Supply of Pure Water to the Metropolitan Region, 1923, 1924.

THE GREAT WESTERN RAILWAY.—A numerous meeting of local proprietors and others connected with Gloucestershire, Herefordshire, Monmouthshire, and Breconshire, including deputations from the Gloucester and Berkeley Canal and the Gloucester Chamber of Commerce, was held on Tuesday last, at Barrett's Hotel, Ross, to consider the question of a railway through South Wales. Mr. Boscawen, M. P. for Wells, the Honorable Member, the Right Hon. Frederick Lewis, Mr. Sirapant Taddy, the Dean of Hereford, Mr. Vaughan, Mr. Herbert Price, Mr. Cress, M. P., and Mr. Bailey, jun., M. P., were amongst those present. The deputation from Gloucester included Mr. Baker, Mr. Stephen, and Mr. Kimberley. In the proceedings which ensued, it may be said to be assumed, that a proposition has been issued for some months, including capitalists to take shares in a railway to run from a point of the Great Western Railway at Stonehouse (eight miles below Gloucester), crossing the Forest at Fawley, and proceeding up the coast to Chagrove, Cardiff, Swansea, &c. It is not supposed that this scheme is under the sanction of the Great Western Railway Company. The circumstances, however, of the scheme giving Gloucester, Ross, Hereford, Monmouth, the Forest of Dean, and other primitive towns in an isolated position, has excited considerable interest. Monmouth had some years ago, against Mr. Newport's suggestion, a resolution more passed, giving the meeting to oppose the Stonehouse scheme, and in support of a line which should have Gloucester for its terminus, passing through Ross, Monmouth, Newport, Swansea, &c., with branch lines to Hereford and the Forest of Dean. One principal source of interest at the meeting was the introduction by the Dean of Hereford of the model of Northman's patented rail-way locomotive (fully patented in last week's Mining Journal), for which he is desirous of constructing an independent line from Hereford out Ross—the model worked well, and was greatly admired. The Dean did not like to give up the independent scheme, and gave it in jeopardy by suggesting the principle of a great trunk line, passing many miles from Hereford; he, therefore, suggested for a branch line, and so did the Gloucester people, as regarded the Forest of Dean. Mr. Boscawen, who took the lead in the proceedings, seemed to regard these suggestions as tending to act as a dead weight on the carrying out of the great trunk line. The resolution, however, was carried, and a committee was appointed to correspond with the Great Western Company on the subject of changing the Stonehouse line, or so to direct the views of the meeting.—Another meeting has been held at Fawley, Gloucestershire, at which similar resolutions to those of the meeting at Ross were passed.

[illegible]

COMTE MARTIN LEAD AND SILVER MINES

10, Vintry-square, July 1. Sheriff of London and Middlesex

Railway and Commercial Gazette.

Reprints, such evidence could not be submitted to a jury of men

ROYAL CORNWALL POLYTECHNIC SOCIETY.

The twenty annual exhibition of this excellent institution was held at the Polytechnic Hall, Falmouth, on Tuesday last, and which, though somewhat deficient in the number of articles exhibited, caused much interest, and passed off with applause. The first silver medal was awarded to Mr. Henshaw, of Plymouth, for a new magnetometer—an instrument displaying great power, with much simplicity. He also exhibited a large rotating engine, constructed upon results obtained from the use of the magnetometer; in this instrument a very high magnetic power is obtained by a very small battery, and the short distance through which the power acts, the magnets never being out of the sphere of each other's attraction; the rotating ring weighed 56 lbs., and revolved at the rate of 260 times in a minute. He produced a magnet weighing 70 lbs., which would bear nearly its own weight, showing that a large permanent power might be obtained at a small expense, and a model of a vibrating engine, to show the superiority of the rotary one on electro-magnetic principles.

A model of an atmospheric railway was exhibited by C. Roberts, Esq., in which were several new arrangements, particularly of the valve; it consisted of an incline of one in twenty with ease, and several gentlemen took a trip on it—this is a gradient which cannot even be attempted by any railway engine yet introduced. Instead of using a heated iron for the purpose of dissolving the composition to seal the valve, he uses a vertebred valve, which most completely forms the vacuum, without any composition whatever; he can also stop or control the propulsive power, a flexible piston arm preventing the possibility of excessive friction taking place. He then removes the great objection raised by Mr. Robert Stephenson, in his evidence before the committee of the House of Commons. By employing larger receivers, in proportion to the size of the propulsive tube, he can procure more rapid exhaustion, close the valve, and start the train at a moment's notice.—The Judges awarded Mr. Roberts the society's silver medal for these inventions; and, though they expressed some doubt as to the superiority of a jointed metallic valve, covered with leather, being superior to that used by Messrs. Clegg and Saunders, further investigation since the meeting has fully confirmed its merits.—Mr. Prouer exhibited his patent wooden railway, and safety guide wheels, which run on sharp gradients and curves at a rapid rate, and elicited considerable applause.—Mr. West obtained a first bronze medal for an iron connecting piece for rods of pumping-engines; and James Branch, a lad fourteen years of age, had awarded to him a first medal for a model of a steam-engine—the Judges remarking, it gave promise of future excellence and engineering interests to the country.—Mr. Phillips (of Tucknell) exhibited a clever machine for ventilating mines, which has proved itself highly useful, from having been several months in use at the Royal Falmouth, East Wheel Croft, and Tinsford Mines.—A considerable degree of talent was evinced in the productions of the fine arts, and crowds continually pressed forward to witness them.—Sir Charles Lemon appeared on the platform about one o'clock, and, in a short address, noticed the most important features of the establishment, and regretted that the funds required replenishing, to furnish those rewards to merit for which it was established, to increase its usefulness, and the benefits which it already conferred on every branch of science and the arts.—Mr. Snow Harris gave an interesting account of his researches on the nature of the wind, by which he considered the great aerial current in the latitudes of England, moved northward at the rate of thirteen miles per hour.—Mr. Robert Hunt stated the result of some experiments, to show that very considerable change is produced in the physical condition of some bodies by the action of light.—Mr. Henshaw, of Plymouth, in the evening gave an instructive lecture on voltaic electricity, with reference to it as a motive power; and the whole exhibition passed off with considerable interest and edification.

MINERS' HOSPITALS.

The establishment of hospitals for miners was one of the subjects brought under consideration at the late meeting of the Miners' Society, and which caused much interesting discussion. It appeared that the committee were nearly unanimous that a hospital should be erected somewhere, in which view of the case they were supported by many members of the society not on the committee. Mr. Michael Williams stated that at the Cornish Mines they did not wish to take the lead, but would follow the good example when one set; at the United Hills they would do what others did; and at the Trevelyan meeting of adventurers it was decided to reconsider the subject at the next meeting. It would appear there would be no serious objections to the plan; still there were some of the members who thought the miners themselves would object to it, as many of them, when hurt, wished to be taken home. To show, however, how much some suffered from want of accommodation, a case was stated, when a man, who had been badly hurt, was taken to his lodgings, but his admission was refused, on the ground of the owner of the house being incommenced; he was then taken to the Trevelyan Infirmary, and there, though they did take him in, they much objected, saying they had nothing to do with surgical cases from mine accidents; now, had there been a receiving-house in the neighbourhood, no difficulty would have occurred. To show the perfection on the part of the men, it was stated that during the time of the raging of the cholera, Mr. Penabazou offered a counting-house to be fitted up for their accommodation, but the men themselves were decidedly against it, and said if one man was admitted they would pull it down. A very general feeling, however, now prevailed that it was the duty of adventurers to provide some place in different localities, to prevent the necessity of carrying a wounded man perhaps two or three miles, as when they were injured in this service, they ought to have the best assistance for the recovery from their sufferings, and, although they must expect great prejudice at first, this they feel the benefit of the plan, and that prejudice would be removed; if an experiment was made on a small scale, it would be found a great boon. Some of the members considered that if every large mine had a man fitted up for the reception of the wounded, it would do away with the necessity for hospitals; eventually Mr. C. K. Vigers moved that the committee on hospitals be re-appointed, and requested to furnish the results of their investigations to the next meeting, which was seconded by Mr. Williams, and carried unanimously; the former gentleman remarked (all which was responded to by several who did not think them necessary) that if it should prove that a majority were in favour of erecting a hospital, he would put his shoulder to the wheel, and work with the best of them. During the discussion of the question, Mr. M. Williams expressed himself in a highly-praiseworthy manner, assuring that when men were injured in the service of the adventurers, they were bound to provide ample means for their recovery from injuries sustained by accidents while at employment. It is, indeed, strange, that the formation of a hospital should be resisted by the very beings for whose comfort it was projected!

MINE ACCIDENTS.

Sturton.—At two men and three boys were descending Miners, Otter and Otter, on the rope ladder, when they were precipitated a depth of fifty yards, and fell all killed. At the instant, a strong opinion was expressed respecting the ladder and imperfect material of which the rope was composed.—We understand it has been reported that the rope was nearly a new one, manufactured by Messrs. Gillingham and Co., and that one of the boys, accompanying Mr. M. Sturton, in about thirty minutes, was injured into the ladder, where common sense regulations will be enforced.

On June 11.—A small boy was killed by one of the ladder pits.

West Chisley.—James Williams had his arm broken, by a stone falling from the shaft, while dropping some tools in the shaft.

Sturton Mine.—A large amount of blackstone fell from the shaft, and killed a boy, and injured another.

Sturton Mine.—A boy was killed by a fall of stone.

West Chisley, Falmouth.—At two brothers were employed on a scaffolding in the shaft, a piece of wood fell, killing one and injuring the other.

Sturton Mine.—Two ladders connected with the cage of the shaft were damaged by Mr. Penabazou, by which the ladders were lost, and considerable injury done to the property.

Sturton Mine.—A remarkably good amount of coal was taken from the shaft, the property of the Sturton Coal Company; a discovery of this nature caused some of the hands to be working, when the discovery was made, caused the destruction of the ladder and scaffolding. The coal was in the shaft, and the men were at the bottom, when the discovery was made, and the ladder and scaffolding were destroyed.

Sturton Mine.—A small boy was killed by one of the ladder pits.

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MINING CORRESPONDENCE.

ENGLISH MINES.

BIRMINGHAM MINING COMPANY.

August 22.—Hitchin's shaft is sunk below the 110 fathom level 3 fms. 3 ft., and the ground still continues favourable for sinking; in the same mine, sinking below this level, the hole is one foot wide, and worth 31. per fathom; in the eastern mine, sinking below this level, the hole is six inches wide, and producing a little ore. In the 120 fathom level, driving west of Holman's mine, the hole is two inches wide, at present unproductive. In the stope in the back of the 110 fathom level, east of Mitchell's mine, the hole is one foot wide, and worth 161. per fathom; west of ditto the hole is twenty inches wide, and worth 431. per fathom; in the stope west of Lobb's mine the hole is eighteen inches wide, and worth 251. per fathom; in the stope east and west of Goldworthy's mine the hole is one foot wide, and worth 141. per fathom. In the 100 fathom level, west of Hitchin's shaft, the ground continues favourable for driving; east of Mitchell's mine the hole is small and unproductive; east of Wall's shaft the hole is small and poor; the Flaxjack hole is fifteen inches wide, composed of rapel, open, and muddle, with stones of ore; the hole in the eastern mine, in the back of this level, is one foot wide, and worth 101. per fathom; in the stope east of Dancy's mine the hole is one foot wide, and worth 151. per fathom; east of Hooper's mine the hole is ten inches wide, and worth 31. per fathom; the hole in the rise, in the back of this level, is one foot wide, and worth 131. per fathom. In the ninety fathom level, west of Hitchin's shaft, the hole is six inches wide, producing good stones of ore; in the stope in the back of this level the hole is one foot wide, and worth 131. per fathom. In the mine sinking below the eighty fathom level the hole is ten inches wide, and worth 31. per fathom. In the sixty-two fathom level, driving west on the lead lode, there is less important alteration; the hole is about six inches wide, with stones of lead in places. The pithead continues to turn out well.

T. RICHARDS.

CONSOLIDATED TRISTON MINING COMPANY.

August 26.—We have commenced sinking Howwood's shaft below the sixty fathom level; the hole in the shaft is twenty inches wide—very good tribute ground. The hole in the sixty fathom level, west of Howwood's shaft, is six inches wide, producing a little ore; ditto, east of ditto, is ten inches wide—tribute ground. The hole in the fifty fathom level, west of Williams's shaft, is one foot wide—tribute ground. The hole in the forty fathom level, east of Howwood's shaft, is eighteen inches wide—tribute ground.

H. WILLIAMS. J. MOSCOW.

GREAT WHEEL MARTHA CONSOLIDATED MINES.

August 24.—In the sixty fathom level west the hole is still large, but not looking quite so well, but being more muddle. In the fifty fathom level the hole is still five feet wide, composed of rapel, muddle, and copper, and altogether a very kindly lode. The cross-cut in the forty fathom level is now driven across and a half fathom, but the ground is somewhat harder. Our parcel of ore, computed fifty four tons, is now ready for sampling, but in consequence of its being a few weeks' month, the sampling will not take place until next week. At the new mine, Thomas's shaft is progressing favourably. In the ten fathom level the hole is three and a half feet wide, composed of muddle and copper, and presenting a very encouraging appearance.

T. PENALUNA.

COOK'S KITCHEN MINE.

August 24.—In the eastern shaft, sinking under the sixty fathom level, on North Trevelyan lode, the hole is six feet wide, worth 141. per fathom; we have holed the sixty fathom level west, on this lode, in the shafted mine, and have set a pitch in the back of this level to six feet, at 2s. in the l.; the sixty set, on this lode, is stopped for the present, until we have holed in the flat and shaft, when we shall be able to take away the stuff to greater advantage. The hole in the new east shaft, sinking under the eighty-two fathom level, on Enderby's lode, is three feet wide, worth 121. per fathom. We have holed the mine, in the seventy-two fathom level, to the rise in the back of the eighty-two, and have set a stope in the back of this level, worth 301. per fathom. The eighty-two fathom level east, on this lode, is four feet wide, worth 301. per fathom. In the 170 west, on Dunkin's lode, the hole is three feet wide, but poor at present. We set a pitch this day on our new south Cook's Kitchen lode, to eight feet, at 2s. in the l.; the hole is three feet wide, and a most promising appearance for tin, not being more than seven fathoms from the surface.

A. EDEY.

REDFORD UNITED MINING COMPANY.

August 27.—At Wheel Marquis, the hole in the fifty-eight fathom level east is about two feet wide, worth 141. per fathom; at this level west the hole is two feet wide, composed chiefly of glass, with few stones of ore; but with has been done, however, in this level, for the cutting of pit, &c. In the forty-seven fathom level east the hole is three and a half feet wide, and worth 101. per fathom; the hole in the mine, sinking below this level, is about two feet wide, and worth 101. per fathom; the hole in the thirty-five fathom level west still continues productive, and worth 301. per fathom; the hole in the mine, sinking below this level, remains without alteration. The hole in the deep shaft level in twenty fathoms wide, composed of open and stone of ore. At Dong Dong, the hole in the twenty fathom level east and west continues without alteration for the present, unproductive. Our sampling of Friday next will be upwards of 100 tons of good ore.

JAMES PHILLIPS.

COMBINATION AND NORTH DEVON MINING COMPANY.

Comberston, August 31.—Since our last annual meeting, the eighty-seven fathom cross-cut has been driven from Director's shaft 30 fms. 3 ft. to the lode; we drove south on the corner of it about twenty-six fathoms before we came under the very ground we had in the seventy-seven fathom level, and have now gone about nine fathoms through very ground; the hole in this level for the last week was worth 701. per fathom, but is not at present quite so good. There have been two good runs on the corner of the lode from the seventy-seven fathom level to the eighty-seven fathom level, in which wings the lode has considerably improved for ore to what it was in the seventy-seven, and there is a good back of ore to take away between the two levels. Max-well's shaft has been sunk from the seventy-seven fathom level to the eighty-seven, and a cross-cut driven thirty-one fathoms in the lode, to communicate with the eighty-seven fathom level from Director's shaft; in order to give air to the mine, as well as for convenience in taking away the produce of the mine. The seventy-seven fathom level has been driven, some eleven fathoms, which has been put for ore, and is at present unproductive. The twenty-seven fathom level cross-cut, east of Williams's shaft, has been driven thirty fathoms, and we have now two levels, on one of which we have driven thirty-four fathoms, which has led down the water from the Old Man's workings, so as to enable us to clear up the debris to the bottom of those workings, which we find to be six fathoms under the shaft—the lode is large, with good bodies of ore in it; we have about eight fathoms more to drive this level before we come under their old works. Victoria's shaft has been enlarged from the surface to the twenty-seven fathom level, from 6 ft. by 4 ft. to 8 ft. by 7 ft.—and we have also sunk ten fathoms under the twenty-seven fathom level; this shaft is intended for a new engine-shaft, and will meet the lode in the depth of 107 fathoms, which shaft is sinking with all possible speed, in order to facilitate the workings of the mine, as the distance of the lode from the present engine-shaft, in consequence of its modernity, is continually increasing. We have discovered a lode sixteen fathoms to the west of the main lode; we have sunk a mine on it seven fathoms under the eighty fathom level; it is large and kindly—we have raised about four tons of ore from it. The twenty-seven fathom level, south west of Victoria's shaft, we have driven thirty-three fathoms, and we have within three few days discovered a lode in this level, which is large and kindly for producing ore. In consequence of the great influx of water, the extremely hard ground, together with the unproductive appearance of the lode on the side of West Chisley, we have suspended operations at that point. On the east and west lode at West Chisley, we have sunk a shaft ten fathoms, and driven about three fathoms on it, and from its appearance it does not warrant any further sinking. The shaft has been enlarged from the ten fathom level to the thirty fathom level, and is sunk to the thirty fathom level, and a cross-cut driven on the bottom of this shaft toward the lode sixteen fathoms; there is about eight fathoms more to drive to the lode. We have taken up 10 tons of ore from the old lode; but, in consequence of the influx of water, and the loss of water of driving the ore and shaft by back to the thirty fathom level, we have suspended it till the thirty fathom level is driven under it, when we shall be able to take up more ore. We have discovered another lode at the surface, about sixteen fathoms to the north-west of the one that we are working on; we have sunk seven fathoms on it, and have taken up about three tons of ore—its appearance it is likely to improve.

MICHAEL MORGAN.

TREVELYAN CONSOLIDATED MINING COMPANY.

August 31.—At the same mine, below the eighty, the hole is about twenty fathoms wide, worth 101. per fathom, and likely soon to be improved. At the eighty, west of Director's, the hole is two feet wide—what we consider a kindly lode, but little account. At West Falmouth shaft, below the sixty fathom level, the hole is three and a half feet wide, and producing stones of ore. At the sixty, west of ditto, the hole is four feet wide, with stones of very good ore, and worth kindly ore it has been the improvement. At the sixty, west of ditto, the hole is two feet wide, rather kindly, but not worth ore. At the fifty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the thirty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the twenty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the ten, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the five, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the half, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the quarter, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the eighth, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixteenth, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the thirty-second, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixty-four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one hundred and twenty-eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two hundred and fifty-six, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the five hundred and twelve, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one thousand and twenty-four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two thousand and forty-eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the four thousand and ninety-six, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the eight thousand and ninety-two, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixteen thousand and eighty-eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the thirty-two thousand and eighty-four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixty-four thousand and eighty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one hundred and twenty-eight thousand and seventy-six, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two hundred and fifty-six thousand and seventy-two, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the five hundred and twelve thousand and sixty-eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one thousand and twenty-four thousand and sixty-four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two thousand and forty-eight thousand and sixty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the four thousand and ninety-six thousand and fifty-six, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the eight thousand and ninety-two thousand and fifty-two, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixteen thousand and eighty-eight thousand and forty-eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the thirty-two thousand and eighty-four thousand and forty-four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixty-four thousand and eighty thousand and forty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one hundred and twenty-eight thousand and seventy-six thousand and thirty-six, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two hundred and fifty-six thousand and seventy-two thousand and thirty-two, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the five hundred and twelve thousand and sixty-eight thousand and twenty-eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one thousand and twenty-four thousand and sixty-four thousand and twenty-four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two thousand and forty-eight thousand and twenty thousand and twenty, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the four thousand and ninety-six thousand and sixteen thousand and sixteen, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the eight thousand and ninety-two thousand and twelve thousand and twelve, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixteen thousand and eighty-eight thousand and eight thousand and eight, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the thirty-two thousand and eighty-four thousand and four thousand and four, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixty-four thousand and eighty thousand and zero, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one hundred and twenty-eight thousand and seventy-six thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two hundred and fifty-six thousand and seventy-two thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the five hundred and twelve thousand and sixty-eight thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one thousand and twenty-four thousand and sixty-four thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two thousand and forty-eight thousand and sixty thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the four thousand and ninety-six thousand and fifty-six thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. 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At the sixteen thousand and eighty-eight thousand and eight thousand and eight thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the thirty-two thousand and eighty-four thousand and four thousand and four thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the sixty-four thousand and eighty thousand and zero thousand and zero, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the one hundred and twenty-eight thousand and seventy-six thousand and negative thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. At the two hundred and fifty-six thousand and seventy-two thousand and negative thousand and negative, west of ditto, the hole is two feet wide, and worth 101. per fathom. 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